

WEST VIRGINIA OFFICE OF MINERS' HEALTH, SAFETY AND TRAINING

REPORT OF FATALITY  
RIB ROLL  
JUNE 2, 2021

MARION COUNTY COAL RESOURCES

MARION COUNTY MINE

PERMIT # D00000403B

REGION ONE

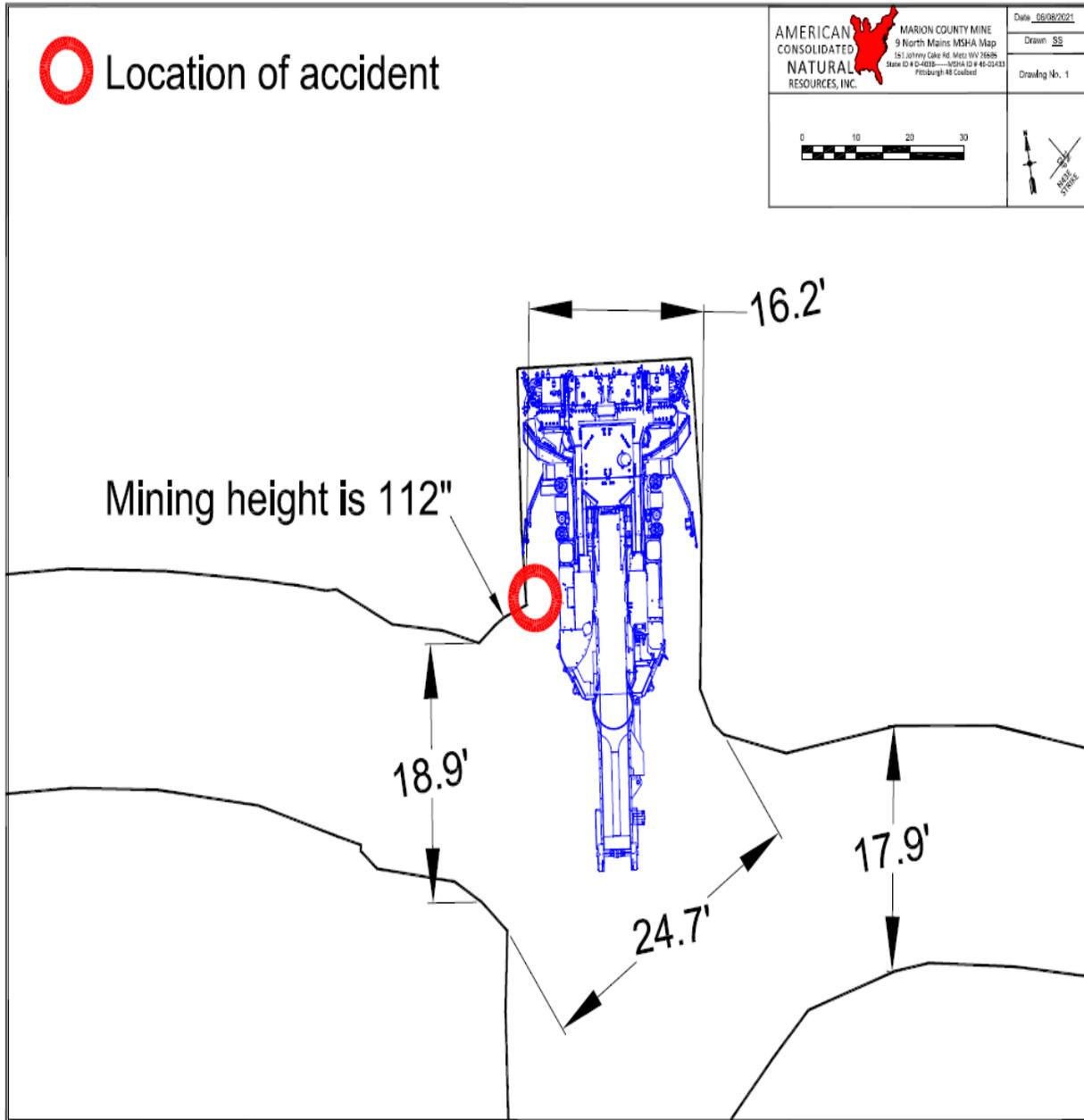
14 COMMERCE DRIVE, SUITE ONE

WESTOVER, WEST VIRGINIA 26501

EDWARD PEDDICORD, INSPECTOR-AT-LARGE

## TABLE OF CONTENTS

SKETCH AND PICTURE .....	1, 2
GENERAL INFORMATION .....	3
DESCRIPTION .....	3, 4
FINDINGS OF FACT .....	5
CONCLUSION .....	6
ENFORCEMENT ACTION .....	6
RECOMMENDATIONS .....	7, 8, 9
ACKNOWLEDGEMENT .....	10
VICTIM INFORMATION .....	11
MINE INFORMATION .....	12





## General Information

The Marion County Coal Resources, Marion County Mine, Permit No. D00000403B is located near Fairview, Marion County, West Virginia. The underground mine employs approximately 462 miners. The Pittsburgh No. 8 seam is accessed by the Metz, Miracle Run and Sugar Run portals as well as the slope at the Sugar Run preparation plant. The mine produces approximately 4,000,000 tons of coal annually from 2 miner units and 1 longwall unit. Coal is transported from the working sections in the mine via conveyor belts to the slope at the coal preparation plant. Battery, trolley and diesel-powered vehicles are used to transport supplies and mine personnel.

On June 2, 2021, at approximately 2:08 a.m., Trenten J. Dille, 25 years of age, was fatally injured while attempting to install a rib bolt on the 9 North Mains section. Mr. Dille was in the #6 entry on the left inby rib corner at #51 block at Marion County Coal Resources, Marion County Mine.

On June 2, 2021, at 2:16 a.m., the Mine and Industrial Accident Rapid Response System was notified that an accident had occurred at the Marion County Mine. Inspector-at-Large, Edward Peddicord, was notified of the accident at 2:21 a.m. West Virginia District Mine Inspector Ryan Triplett was notified at 2:31 a.m., by Mr. Peddicord of a serious accident at the Marion County Mine. Mr. Triplett was instructed by Mr. Peddicord to contact the mine to follow up on a report of a serious accident. Mr. Triplett contacted Kim Yanero, Dispatcher at the Marion County Mine. Mr. Yanero confirmed that a serious accident had occurred, and that the injured employee had vital signs and was being transported to the surface. Mr. Triplett advised Mr. Yanero to have the Midnight Shift Foreman call Mr. Triplett. Mr. Josh Moore, the Midnight Shift Foreman, contacted Mr. Triplett and confirmed the report of a serious accident. Mr. Triplett issued an order on the 9 North Mains section to Mr. Moore at 2:42 a.m. Mr. Peddicord was then contacted by Mr. Triplett and was informed that an order was issued on the section. Mr. Peddicord then contacted West Virginia District Mine Inspectors Tony Hanlon and Jeffrey Bennett, instructing them to go directly to the Marion County Mine with Mr. Triplett. A joint investigation with the Mine Safety and Health Administration, American Consolidated Natural Resources, Inc., Marion County Coal Resources and the United Mine Workers of America began immediately.

## Description

On June 2, 2021, at approximately 12:50 a.m., a crew of miners arrived at the 9 North Mains section in the #5 entry at #49 block. After review of the roof control plan by Mr. Dille, the crew prepared to mine in the #6 entry face at #51 block. The crew consisted of Josh Snoderly, Miner Operator, Aaron Burch, tube side Roof Bolter, Jamie Blaney, operator side Roof Bolter, Jayden Graham, Rib Bolter/Tube Man, Matt Brown and Daniel Espanol, Shuttle Car Operators, Matt Watson, Section Mechanic, Mike Hinerman, Loader Operator and Fred Tennant, Outby Utility, all working under the supervision of Section Foreman Mr. Dille. Tim Cheney, Beltman, was working at the end of the track unloading belt structure.

At approximately 1:30 a.m., the 9 North Mains section crew had just started mining in the #6 entry face at #51 block. The crew had installed 3 roof straps and were in the process of installing the 4<sup>th</sup> roof strap. Mr. Graham was preparing to install the first rib bolt on the tube side approximately 4' inby the left inby rib corner. Mr. Burch left his station to retrieve a longer roof bolt wrench. Mr. Graham installed the rib drill steel, applying pressure on the rib and began to rotate the bit when the rib cracked. Due to the rib being unsafe, Mr. Graham removed himself

from the area and flagged Mr. Dille to evaluate the rib crack. Mr. Dille proceeded to drill the rib bolt hole. Mr. Burch returned and was standing at the rear of the miner beside Mr. Dille. Mr. Dille proceeded to insert the rib bolt into the rib by hand and returned to the rib bolting station. Mr. Snoderly, located on the opposite side of the continuous miner, noticed the rib crack had enlarged. Mr. Snoderly notified Mr. Dille about the enlarged crack and Mr. Dille stated, "I got this". Mr. Burch also stated that he informed Mr. Dille that the crack looked "really bad". Mr. Graham re-emphasized to Mr. Dille that the rib was not safe, and Mr. Dille again stated, "I got this I'm putting a bolt in it". Seconds later the rib fell and pinned Mr. Dille against the continuous miner rib bolting station. Mr. Snoderly, Mr. Burch and Mr. Graham removed the rock from Mr. Dille, then summoned Mr. Brown, the nearest EMT-M. The crew dispersed to retrieve first-aid supplies, notify the Dispatcher and move section equipment so they could quickly remove Mr. Dille from the mine. Mr. Burch stayed with Mr. Dille and held his head until they could secure his neck and place him onto the backboard.

When the first-aid supplies arrived at the accident site, the neck brace was applied and oxygen was administered. Mr. Dille was secured onto the backboard and the crew began carrying Mr. Dille to the track. Mr. Moore notified the 1 West Headgate section crew to cease coal loading operations and proceed to the 9 North Mains section to render assistance. Chris Gnegy and Jason Neville, EMT-M, arrived on the 9 North Mains section. Mr. Dille was placed into the mantrip at approximately 2:32 a.m. During the transportation to the surface, Mr. Neville and Mr. Brown, EMT-Ms, monitored vitals, clearing the airway as needed. During this process, additional assistance and preparations were rendered. The mantrip arrived at the Miracle Run bottom area at approximately 2:59 a.m., and Mr. Dille arrived at the top of the elevator at approximately 3:02 a.m. The EMT-Ms at the mine stated that Mr. Dille had maintained a faint pulse since the time the accident occurred. Mr. Dille was transferred to Monongalia County EMS at approximately 3:02 a.m. Medical procedures were performed including CPR. Mr. Dille was pronounced deceased at 3:20 a.m. at the mine site.

## Findings of Fact

- 1) Trenten Dille received annual refresher training on March 19, 2021.
- 2) Mr. Dille was a Certified Underground Miner No. 1-22422.
- 3) Mr. Dille was a Belt Examiner No. 1-587.
- 4) Mr. Dille was an Asst. Underground Mine Foreman No. 3740-A.
- 5) Mr. Dille had a Safety Sensitive Certification No. SSP-10828.
- 6) Mr. Dille had approximately 5 ½ years of mining experience.
- 7) Mr. Dille was employed at the Marion County Mine for approximately 3 years and 5 months.
- 8) Mr. Dille was a supervisor at the Marion County Mine for approximately 2 years.
- 9) Midnight shift works from 12:00 a.m. to 8:00 a.m.
- 10) Mr. Dille recorded the time of 1:48 a.m., when he completed the on-shift examination of the #6 entry.
- 11) The square corner involved in the accident was developed by the midnight shift, after the pre-shift examiners report from the afternoon shift on June 1, 2021.
- 12) Mr. Dille used an auger/twist drill steel to drill the hole for the rib bolt.
- 13) The crack in the rib was vertical and extended from the middle of the coal seam to the rock binder at the mine roof.
- 14) Interviews revealed that the crack was ½" to 2" in width.
- 15) Mr. Dille had acknowledged the crack in the coal rib.
- 16) The drill hole for the rib bolt that Mr. Dille drilled intersected with the wide crack.
- 17) Mr. Dille had previously been a classified roof bolter.
- 18) Mr. Dille was attempting to install a 36" conventional rib bolt.
- 19) The rib bolt that Mr. Dille was using had a 6" square plate with a 42" metal rib strap.
- 20) This was the first rib bolt that was going to be installed in the # 6 entry, tube side inby the #51 crosscut.
- 21) The corner that was involved in the accident had previously been rib bolted in the crosscut.
- 22) The mining height at the accident site measured 112".
- 23) The coal/rock that struck Mr. Dille fell from the top of the square corner and was attached to the rock binder above the coal seam.
- 24) After the accident occurred and prior to the underground investigation, an additional piece of the square coal corner at the accident site fell.
- 25) The coal/rock that struck Mr. Dille measured 6'3" in length, 2' in width, 4'8" in height and weighed approximately 2100 pounds.
- 26) When the coal/rock fell, it came down on its end and the top end of the coal/rock fell over striking Mr. Dille and pinning him against the bolter station on the continuous miner.
- 27) The 9 North Mains section recently intersected the 9 North airshaft at #5 entry, #51 block.
- 28) The continuous miner involved in the accident is manufactured by Sandvik. This is a full face miner equipped with integral roof bolters. The upright roof bolters are located on the inby end, on both sides of the machine. The rib bolters are located on both sides of the machine and outby the upright bolters.

## Conclusion

Mr. Dille was fatally injured while attempting to install a rib bolt on the 9 North Mains section in the #6 entry at #51 block on June 2, 2021, at approximately 2:08 a.m. The victim was positioned at the back, left side of the continuous miner at the rib bolting station. The victim was attempting to install a rib bolt when a rib roll dislodged, fatally crushing the victim.

## Enforcement Action

A non-assessed order was issued in accordance with the West Virginia Code, Chapter 22A, Article 2, Section 68 to preserve evidence until an investigation by the West Virginia Office of Miners' Health, Safety and Training is completed.

### 22A-2-25(a) Roof control programs and plans; refusal to work under unsupported roof

The roof and ribs of all active underground roadways, travelways, and working places were not supported or otherwise controlled adequately to protect persons from falls of the rib. On June 2, 2021 at approximately 2:08 a.m., a fatal accident occurred on the 9 North Mains section in the #6 entry at #51 block on the left inby rib corner. Mr. Trenten Dille was crushed between a large coal/rock which dislodged from the rib and fell against the continuous miner at the bolting station while he was attempting to install a rib bolt. This is a violation of a safety rule and is of a serious nature involving a fatality.

RECOMMENDATIONS

MARION COUNTY COAL  
RESOURCES, Inc.

Marion  
County  
Mine 1 51  
Johnny  
Cake Road  
Metz, WV 26585

Phone: 304-290-7135  
e.mail: [michaelsavasta@acnrinc.com](mailto:michaelsavasta@acnrinc.com)

MIKE SAVASTA  
Corporate Safety Manager

June 7, 2021

Mr. Ed Peddicord  
Office of Miners' Health, Safety & Training  
14 Commerce  
Drive Westover,  
WV 26501

Dear Mr. Peddicord,

Marion County Mine (ID D-403B) is submitting for you review the following action plan to allow production to resume under the Control Order issued on 06/02/2021. This plan, once reviewed, approved, and tested, will be placed in the currently approved Roof Control Plan.

Thank you for your consideration,

*Michael P. Savasta*  
Corporate Safety Manager  
Marion County Mine

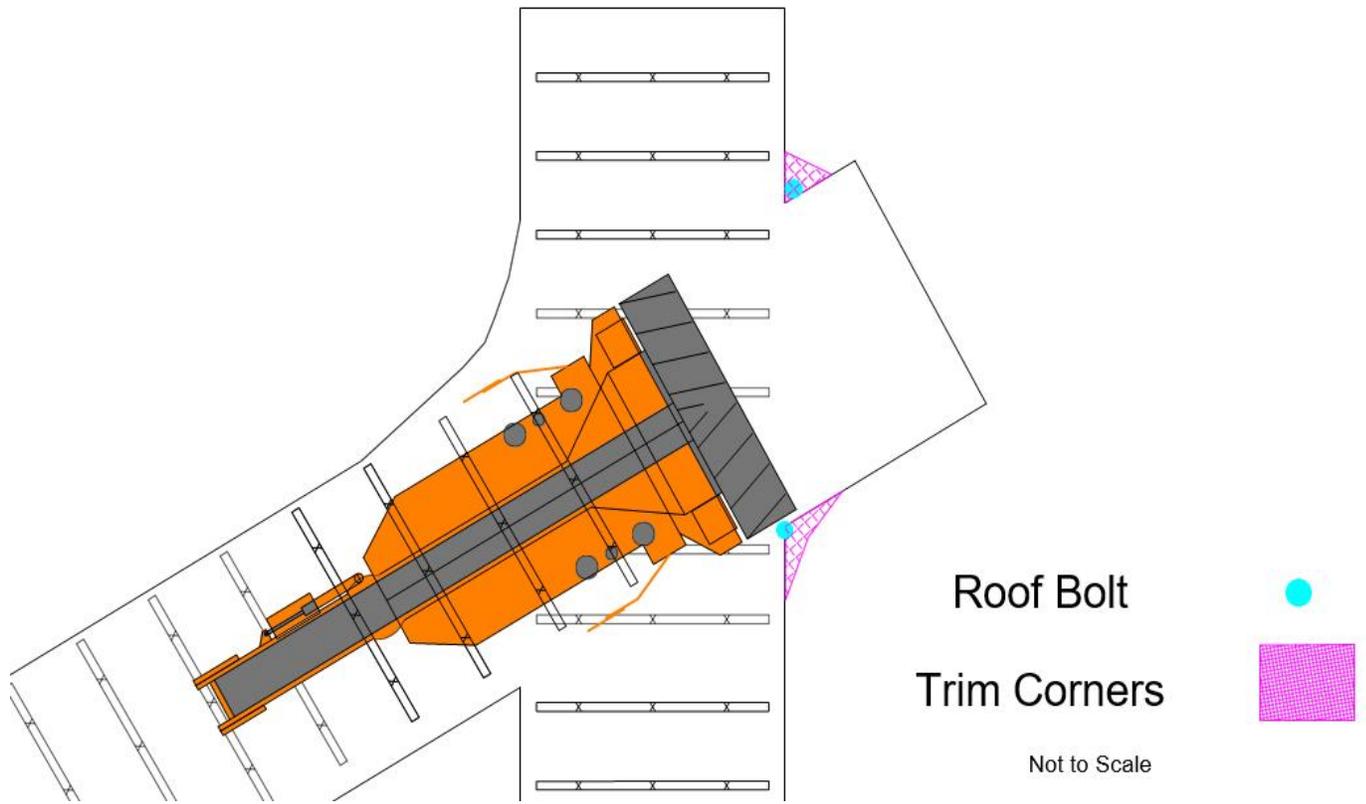
Prior to beginning initial excavation at a solid rib or a flush face when the future corners can be determined with sights, the following safety precautions will be taken.

1. The future corners will be depicted on the coal rib.
2. Four rib bolts will be installed in competent strata on each side of the projected working face; two in the upper third and two in the lower half of the rib.
  - a. The two rib bolts to be installed nearest to the projected working face will be installed at a maximum of 4' from the future corner. See diagram below.
3. Rib bolts will be a minimum of 36" in length and will be made from metal, plastic, or fiber. The rib bolts will be installed with an expansion shell and/or resin to comply with the manufacturer's recommendations.
  - a. Should any incompetent strata be encountered, a rib bolt will be installed at a length that ensures anchorage in competent strata.
4. Rib bolts will be installed in conjunction with a bearing plate system made from metal, plastic, fiber, or wood having a minimum 128 square inches of bearing surface.



When the future corners cannot be accurately determined with sights, such as mining through a crosscut, the following safety precautions will be taken.

1. The continuous miner will continue to mine through the intersection and begin to excavate the solid rib or flush face.
2. Prior to the continuous miner advancing to allow the rib bolters to be inby the newly created corners, both inby and outby corners will be cut, bumped, or bulldozed with the continuous miner. See diagram below.
3. Once the corners are cut, bumped, or bulldozed, the area will be supported in a manner that complies with Section 5.2 of the currently approved Roof Control Plan to maintain the required spacing.



Once the continuous miner has developed inby the aforementioned corners, rib bolts will be installed in compliance with Section 7.1 of the currently approved Roof Control Plan.

## Acknowledgement

The West Virginia Office of Miners' Health, Safety and Training gratefully acknowledges the cooperation of the management and employees of American Consolidated Natural Resources, Inc., Marion County Coal Resources, Mine Safety and Health Administration and the United Mine Workers of America.

## Mine Information

COMPANY: Marion County Coal Resources

MINE NAME: Marion County Mine

WV PERMIT: D00000403B

MSHA PERMIT NO: 46-01433

ADDRESS: 46226 National Rd., St. Clairsville, Ohio 43950

COUNTY: Marion

PHONE NO:304-986-6033

DATE PERMIT ISSUED: February 9, 2021

WORKING STATUS: Active

LOCATION: Fairview, WV

UNION: X

NON-UNION:

ANNUAL PRODUCTION: Approximately 4,000,000 Tons

TOTAL EMPLOYEES: 462

NUMBER OF SHIFTS: 3

COAL SEAM NAME AND THICKNESS: Pittsburgh No. 8

87 Inches

ACCIDENT INCIDENT RATE: 1.42

LOST TIME ACCIDENTS: 11 In 2021

TYPE OF HAULAGE: Belt

WVOMHST INSPECTOR: Ryan Triplett

DATE OF LAST INSPECTION: May 27, 2021

NOTIFIED BY: Mine and Industrial Accident Rapid Response System

NOTIFICATION TIME: 2:16 a.m. June 2, 2021